Professional Notices.

W. HASSLER, PHYSICIAN, SURgon and Oculist, No 92 West 18th-st., may be i gratts, from 8 to 9 o'clock A. M., every day, Sun-

BARTHELMESS, DOCTOR of BARTHELMESS, DEFORM and ACCOUGHER, MEDICINE, SURGEON and ACCOUGHER, been employed for several years as a physician of the Hospital, of the School for Midwives in the Academy shoreh (Bavaria), and of the Citizens' Hospital in the Nurembergh, and having been practicing in this city Nurembergh, and having been practicing in this city Nurembergh, and having been practicing a share of panonage. Residence: Brooklyn, 377 Pacific-st. Hours: from 7-9 A. M., and 1-3 P. M.

TAMMERING CURED-ELOCU-TAMMERING CURED—ELOCUTION TAUGHT.—Dr. COMSTOCK'S Vocal GymPhiladelphia, which has been in successful operate more than twenty years, is designed for the Promothealth, the Cure of Stammering, and the Co-rection
of Health, the Cure of Stammering, and the Co-rection
of Health, the Cure of Stammering, and the Co-rection
of Health, the Cure of Stammering, and the Co-rection
of Health, the Cure of Stammering, and the Co-rection
of Health, the Cure of Comstock is the surface
of No. 161 Mulberry att, Polladelphia
fluorestic North Comstock is the author of
inscious Phonetic Alphabet, the only perfect alphabet
is been given to the world because it is the only alinscious for accent, inflection, and intonation. Or. C. has
specially a surface of the Community of Pope's Horeliand with copious notes, Soc; My Little Geography,
c. and a number of other works.

The EVE could KAR. De LUCIENCE.

Omits and Aurist No. 30 Prince st., in orms those saw he anticipate consulting him, that they can only not Mr. nday, Thursdays and Saturdays, from 2 till 3, as more ments on every other day are full and complete substantial discharges and noises in the head permanently a villent risk or pain. Short, weak and imperfect intened.

NITED STATES BOUNTY LAND OFFICE, No. 65 Chatham, opposite Chambers etexamination, and Farms for sale. NICHOLAS HAIGHT.

S. PASSPORTS for all parts of the J. B. NONES, Notary Public, No. 66 Broadway.

Money Wanted and to Loan. 3.000 TO LOAN on CITY PROPo and? per cent regulard. No commission demanded.

forses, Carriages, &c.

80 - HORSE, WAGON and HAR-OU. NESS for SALE, or given in Trade for Lum-Apply to THOMAS BELL, & CO. Ship Johners, No feethest, Dry Dock, or at Mr. KERR'S Stables, corner jet and Monroe-sis.

OAL .- The subscriber has in yards, ond is constantly discharging all the various kinds of structte and Bituminous Coals, viz: Peach Orchard, ack Heath, Lehigh, Liverpool Orrel, Cannal, Sidney, ack, all of the very best quality, delivered in handsome dar, and for sale low. JAMES L. WORTH, 4th-st. cor. Thompson, and 6th-sw. cor. Ames. Down town office No. 52 Wall st.

Coal Company is prepared to deliver to families in a part of this city, Brooklyn and Williamburgh, from its all Boats, and several yards, the various sizes of its laten Coal, which is a superior anthractic for domestics. Apply at the yards, correr of lath-st and 9th-sv.; latel, near Morton at the foot of Governeur-st., East ber; foot of North 10-st, Williamsburgh; foot of Oold., Brooklyn, or at the office of the Company, corner of satway and Wallest. The Coal will be delivered at \$4.75 at im, of 2,000 ibs. from the Canal Boats, and at \$5.25, regence from the yards.

Ash Coal, Nut size; also, Egg and Stove size, of est quality, at the lowest market price, at the Peach and Depot. No. 197 Anthony-at., near Broadway.

Excursions, &c.

CENTRAL RAILROAD COMPANY
of NEW JERSEY.—EXCURSION TRAINS.—
18W-YORK to EASTON, Pa.—This Company will run an humion Train from New York to Phillipsburg and return, attested Leaves pier No. I North River per steamer RED ACKET, at 8 A M., and from foot of Courtlands at Committing at Phillipsburg at 12 B. Raturoling, leaves the High Bridge to afford an opportunity to view the see, arriving at Phillipsburg at 12 B. M., same day, arriving at New York at P. M. Tickets! the eacurston (good only on the day self may be procure, day, hoard the beat, or at the office, foot (Courtlands at Fife from New York to Phillipsburg and furn by steamer Red Jacket and cars, \$175. Fare from lew-York to Phillipsburg and return via New-Jersey Railand, \$188. DENTRAL RAILROAD COMPANY

Ocean Steamers, &c.

COR CHARLESTON-Semi-Weekly U.S. Mail Line.—The new, fast going and magnificent emphip UNION, R. Adams Commander, will leave Piet & 4, North River, on SATURDAY, August 14, at 4 feloct, P. M., precisely. For freight, apply on board, there all hills of lading will be signed; and for passage, abrilg univoled accumpdations), at the counting from d. SPOFFORD, TILESTON & CO., No. 48 South-st. of conveyance preferable to any other for those tray

EW-YORK and CHARLESTON

STEAMSHIPS—Semi-Weekly U. S. Mail Line.—
fine new and elegant Steamships

RARION. Capt. M. Berry.

INION. Saturday. Aug. 12

INION. Saturday. Aug. 13

MARION. Saturday. Aug. 23

INION. Saturday. Aug. 25

UNION. Saturday. Aug. 25

UNION. Saturday. Sept. 1

MARION. Saturday. Sept. 1

MARION. Saturday. Sept. 1

MARION. Saturday. Sept. 1

MARION. Saturday. Sept. 1

MOUTHERNER. Wednesday. Sept. 1

SOUTHERNER. Wednesday. Sept. 1

SOUTHERNER. Wednesday. Sept. 1

SOUTHERNER. Wednesday. Sept. 11

SOUTHERNER. Wednesday. Sept. 11

These steamers leave pler No. 4 North River, at 4 o'clock

I. M. precisely.—For treight apply on board, and for parage, at the counting rooms of

SPOFFORD. TILESTON & CO., No. 28 South-st.

INMPIRE. CITY. LINE.—For. SAN MEW-YORK and CHARLESTON

MPIRE CITY LINE—For SAN FRANCISCO via ASPINWALL direct, and SAN JUAN.—The spleodid double engine steamship SIERRA NEVADA, 1,500 tuos burden, J Dayton Wilson, Egq., Commander, will leave for ASPINWALL direct on THURSDAY, 15th day of August, from her dock, Pier No. 18. R. For freight or passage, apply to J. HOWARD & SON, Agenta, No. 34 Breadway. This steamer has unsurpassed accommodations, and tamoqualed in ventilation.

NITED STATES MAIL STEAM-NITED STATES MAIL STEAMSHIP COMPANY, connecting with the PACIFIC
MAIL STEAMSHIP COMPANY—Only through U. 8
Mgil Line for CALIFORNIA and OREGON, via ASPINWALL and PANAMA—By order of the Postmaster-General, the United States Mail Steamers, with the great Cauforvia and Oregon Mails, are to be dispatched on the 5th and
2th of each month, direct for Aspinwall; and from NewOrleans on the 7th and 22d. When these dates occur on
Sunday, the sailing to be postponed until the Monday Gilowling. The Pacific Mail Steamers are to be in resdincer for
Immediate dispatch on arrival of the mails at Panama.

UNITED STATES MAIL STEAMSHIP CO.

UNITED STATES MAIL STEAMSHIP CO.

The new steamable EL DORADO and the FALCON will The new scannario Lt. DORAGO and he FACON with form a direct line between New-Orleans and Aspinwall, leaving on the 7th and 22d of each month, and forming with the Pacific steamships a Through Line to and from New-Or-leans and ports in Maxico, California and Oregon. Fassage from New-Orleans can be secured from ARMSTRONG, BARRIS & CO., Accounts at that place. THE RATES FROM NEW-YORK TO ASPINWALL WILLES:

HARRIS & CO., Agents at that place.

THE RATES FROM NEW YORK TO ASPINWALL WILL ES:
Ladies Saloun State-Rooms.

54
Becond Cabin Standers.

58
Becond Cabin Standers.

59
Becond Cabin Standers.

59
Becond Cabin Standers.

50
Becond Cabin St

trans it of the attendance of the expense, which varies from \$10 to \$25, to be borne by the passengers.

PACIFIC MAIL STEAMSHIP COMPANY.

The public are informed that, under the new arrangement of this Company Steamers inspected and approved by the Navy Department, commanded by Navy Officers, and carrying the U.S. Mails, will hereafter leave Panama immediately on the arrival of the Atlantic Mails, and San Francisco on the lat and 15th days of each month, and will touch if Acaptalog.

the U. S. Mails, will hereafter leave Fanama immo-diately on the arrival of the Atlantic Mails, and San Fran-sleece on the lat and 15th days of each month, and will touch at Acapulco.

A reserve Boat will be kept at each end of the route to

Reasons.
Rates of fare from Panama to San Francisco on the most avorable terms.
A regular line of Propellers will be kept up for the trans-

portation of freight and transient passengers between Pan-ama and San Francisco. One of the above Steamers will keep up the connection between Acapulco and other Mexi-ian ports. Each passenger is allowed 250 this personal bag-pace free, not exceeding in measurement. We cubic feel Freight will be taken to Charres at 70 cents per foot, and from Panama to San Francisco at the rate of \$100 per time. For freight or passage apply to CHARLES A. WHITNEY, at the office of the Companies. No. 177 West-st., corner of Warren, New-York.

THROUGH to SAN FRANCISCO THROUGH to SAN FRANCISCO

at REDUCED RATES—New York and San Francisco Steamship Line—The new steamship UNITED
STATES, Edward S. Dennis, Commander will take her departure for Aspinwail, Navy Say on WEDNESDAY, Sept. 1,
at 3 P. M., connecting at Panama with the new double-engine steamship WINFIELD SCOTT, 2 100 tuns burden, George A. Cole, Commander, which steamer awaits the arrival of passeners at Panama by the United States, from New York, and lammediately thereafter proceeds to San Francisco direct, without stopping at intermediate ports.

These vessels in accommodations and safety, are not surpassed by any on this route, and an experienced surgeon is attached to each vessel

Books now open and through tickets for sale.

Apply to DAVIS, BROOKS & CO.,

General Agents, No. 22 Beaverst.

No. 10 NES & 10 BNSON.

Fasseners per United States will disembark alongside the wharf at Aspinwall, and take the Paname Railroad, now open nearly to Gorgona, thus avoiding the risk attendant upon landing in boats at Chagres, and the river navigation to Gorgena.

INITED STATES MAIL STEAM-

No. 177, West at, corner of Warren, N.Y.

VANDERBILT LINE for SAN

FRANCISCO—The Shortest and Chespest Route.—
Only Line giving Tickets for Crossins the Isthmus The
powerful double-engine steamship NORTHERN LIGHT,
2.500 tuns, will leave from Pier No. 2 North River at 3
o'clock, P. M., precisely, on FRIDAY, August 20, for San
Juan del Norte direct, connecting with the favorite steamship PACIFIC, 1,800 tuns, over the Nicaragua Transit
Route, having but I' miles of sand transportation. These
steamers are unampassed in their accommodations and ventilation. Passongers will new go through without any detention, the Facilic steamer being in waiting, and at this
season of the year, much more healthy and comfortable than
by any other route For information and pa-sage, at the lowest rates, apply only at the office, No. 9 Battery-place, up
stairs, to D. B. ALLEN, Agent

FOR AUSTRALIA-DOLPHIN OR AUSTRALIA—DOLPHIN, and Sydney direct, the entirely new A I clipper DOLPHIN, 1,000 tuns ourthen, George A Trundy commander, will sail on her first voyage with immediate disparen, for the above port. The accommodations in this beautiful vessel are unequaled for elegance and fitted up entirely for the comfort of families or single persons, having large and small state rooms. As this is the only elipper now up for the port, it is confidently exacted ate will make the shortest passage on record. For freight or passage, early application will be necessary, on board or to BUTLER BROTHERS, Not 165 and 118 Southest.

N. B. A copy of the Australian Tariff, on all description of goods, can be seen at the other of the subscriptors. Capt. Trundy will be happy to receive any consignments and can give reference to some of the first houses in the city.

DISPATCH LINE for AUSTRALIA.

—The fast sating ship LADY ARBELIA will have expatch for Post Philip and Sidney direct. Passengers for the above ports are respectfully invited to visit and examine the very confortable arrangement to of this vessel. For freight or passage apply on board, pier No. 6 North River, or to.

Dev double-ergine steamship WEST WIND will said to FORT PHILIP and SVONEY, on SATURDAY, 21st day of August next, for passengers only. This is the first steamer from the United States to Australia. She has been three voyages to Chagres with passengers. Her machinery has been thoroughly tested, and sile has proved to be a very sone-rior and fast sea steamer. Terms moderate.

First Cabin Saloon. \$2.0

After do \$2.0

Second Cabin \$2.0

For passage apply to ADAM SMITH, No. 75 Pearlat.

TRAIN to AUSTRALIA.—Under all arrangement with the Mishourne Gold and General Stiring Association, the favorite and well known steamship SARAH SANDS, 1,500 tuns burden. Wm. C. Thompson commander, will leave the port of Liverpool, on the 28th of August, calling at Queenstown, (Cove of Cork.) to take on board passengers, &c., and leave on the 38t of August for Melbourne and Sydney, the principal ports of the Australias Gold Regions. For rates of fare or other information, apply to J. HOWARD & SON, Agents, No. 34 Smadway, Passengers leaving New-York by the steamship GLAS-GOW, August 14, will be in time to meet the SARAH SANDS at Queenstown. (Cove of Cork.)

Mall steamship PAGIFIC, Captain Ezra Nya.—
This steamer will depart with the U.S. Mails for Europe positively on SATURDAY, Aug 21, at 12 o'clock M, from her berth at the foot of Canal at. No berthe secured till paid for. For freight or passage, having unequaled accommoda-

tions for elegance and comfort, apply to EDW. K. COLLINS & CO., No. 56 Wall-st.

The steamable ATLANTIC will succeed the PACIFIC, and sail September 4, 1852.

FOR LIVERPOOL .- DRAMATIC LINE-PACKET OF 26th AUGUST.—The favorite and splendid packet ship SHERIDAN, Capt. J. W. Porter, will sail as above, her regular day. For freight or passace, having superior accommodations, apply on board at Pier No. 14 East River, or to SPOFFORD, TILESTON & CO.,

THE BRITISH and NORTH AMERI-

THE BRITISH and NORTH AMERICAN ROYAL MAIL STEAMSHIPS, between NEW-YORK and LIVERPOOL, direct; and between BOSTON and LIVERPOOL. The Boaton ships only calling at Halfex to land and receive mails and passengers.

ARABIA, Capt. — AFRICA, Harrison, PFRSIA, Cept. — EUROPA, E. G. Lott, ASIA, C. H. E. Judkins, NIAGARA, J. Stone, AMERICA, N. Shannon, CANADA, Lang, CAMBRIA, J. Leitch.

These veces carry a clear white light at most head, green on starboard bow, red on port bow.

ASIA, Unklins, from NEW-YORK Wednesday, July 28, AMERICA, Shannon, from BOSTON, Wednesday, Aug. 4, ELROPA, Lott, from NEW-YORK, Wednesday, Aug. 13, AFRICA, Harrison, fm. NEW-YORK, Wednesday, Aug. 23, AMERICA, Shannon, fm BOSTON, Wednesday, Sept. 5, AMERICA, Shannon, fm BOSTON, Wednesday, Sept. 5, AMERICA, Shannon, fm BOSTON, Wednesday, Sept. 5, EUROPA, Lott, from NEW-YORK, Wednesday, Sept. 15, EUROPA, Lott, from NEW-YORK, Wednesday, Sept. 15, EUROPA, Lott, from NEW-YORK, Wednesday, Sept. 16, EUROPA, Lott, from NEW-YORK,

Freight will be charged on specie beyond an amount for personal expenses.

An experienced Surgeon on board.

For All letters and newspapers must pass through the Post Office. For freight or passage apply to E. CUNARD, No. 4 Bowling-Green.

For French, German, and other Foreign Goods received and brought in common with British Goods. Through bills of lading are given in Havre for New York.

WATCHES.—By order of the British Treasury, watches of foreign manufactures, bearing the names or marks of English manufacturers, will be bereafter admitted in England in transituding the United States and other countries. In consequence of which French and Swiss watches may be shipped at Havre for New-York or Boston via Liverpool, without incurring the risk, as heretofore, of being seized by the English Custom-House.

THE NEW-YORK and LIVERPOOL

THE NEW-YORK and LIVERPOOL

UNITED STATES MAIL STEAMERS.—The ships
composing this line are the following:
ATLANTIC, Capt. West, PACIFIC. Capt. Nye,
ARCTIC, Capt. Luce, BALTIC, Capt. Comstock,
ADRIATIC. Capt. Grafton.

These ships have been built by coetract, expressly for Government service. Every care has been taken in their construction, as also in their Ecopies, to inerre strength and speed, and their accommodations for passengers are unequaled for elegance and comfort. Price of passags from New York to Liverpool in first class cabin, \$120; in second do, \$70, exclusive use of extra size state rooms, \$200; from Liverpool to New-York & 200 and 2.0. An experienced surgeon attached to each ship. No berth secured until paid for.
FROM New-YORK.

Saturday July 24, 1852 Wednesday, July 28, 1852
Saturday Aug. 21, 1852 Wednesday, July 28, 1852
Saturday Aug. 21, 1852 Wednesday, July 28, 1852
Saturday Sept. 4, 1852 Wednesday, Aug. 11, 1852
Saturday Sept. 4, 1852 Wednesday, Sept. 2, 1852
Saturday Sept. 4, 1852 Wednesday, Sept. 2, 1852
Saturday Oct. 2, 1852 Wednesday, Sept. 2, 1852
Saturday Oct. 6, 1852 Wednesday, Sept. 2, 1852
Saturday Oct. 9, 1852 Wednesday, Oct. 6, 1852
Saturday News, 1854 Wednesday, Nov. 3, 1852
Saturday News, 1854 Wednesday, Nov. 3, 1852
Saturday News, 1854 Wednesday, Nov. 3, 1852
Saturday News, 1855 Wednesday, Nov. 3, 1852
Saturday News, 1855 Wednesday, Nov. 1, 1852
Saturday News, 1855 Wednesday, Nov. 1, 1852
Saturday News, 1855 Wednesday, Dec. 1, 1852
Saturday Dec. 1, 1852 Wednesday, Dec. 1, 1852

For freight or passage apply to
For freight or passage apply to
EDWD R COLLINS & CO., No. 56 Wall-st., N. Y.
EROWN, SHIPLEY, & CO., Liverpool.
E. G. ROBERTS & CO., No. 15 King's Arms Yard,

London.

JOHN MUNROE & CO., No. Rue Notre Dame des
Victoires, Paris, or GEO H. DRAPER, Havre.

The owners of these ships will not be accountable for gold,
rilver, bullion, specie, jeweiry, precious stones or metals, unless bills of lading are signed therefore, and the value thereof therein expressed.

STEAM BETWEEN NEW-YORK

LOR LIVERPOOL .- The favorite

OCEAN STEAM NAVIGATION
COMPANY-For BREMEN, via SOUTHAMPTON,
The United States Mail Steamship HERMANN, Edward
Hights, (U.S. N.), Commancer, will leave for Bremen,
touching at Southampton to land the mails and passengers for
England and France, on SATERDAY, August 14, at 12
o'clock, M., from Fire No. 3. North River.
Price of passage from New-York to Southampton or Bremen:

EXCURSION to EUROPE and BACK TA IN FORTY DAYS.—The LIVERPOOL and PHIL ADELPHIA STEAMSHIP CO intend sailing their accustomathips as follows

ADELPHIA STEAMSHIP CO. Intend salling their new treamships as follows

CITY OF MANCHESTER. 7.125, Capt. Robert Leitah.
CITY OF GLASGOW. Lolo, Capt William Wylla.
FROM FHILADELPHIA.
CITY OF GLASGOW. Saturday, July 17.
CITY OF GLASGOW. Saturday, Aug. 14.
CITY OF GLASGOW. Saturday, Out. 2.
CITY OF GLASGOW. Saturday, Out. 2.
CITY OF GLASGOW. Saturday, Out. 2.
CITY OF GLASGOW. Wednesday, July 11.
CITY OF GLASGOW. Wednesday, July 11.
CITY OF MANCHESTER. Wednesday, Aug. 11.
CITY OF MANCHESTER. Wednesday, Sept. 2.
CITY OF MANCHESTER. Wednesday, Sept. 2.
CITY OF MANCHESTER. Wednesday, Sept. 2.
CITY OF GLASGOW. Wednesday, Cat. 77.
FROM PHILADELPHIA. Wednesday, Cat. 77.
FROM PHILADELPHIA. Select Staterome. \$100 Saloon after Stater ins. 20 gins. medeing 15 midslup 15 mids

RICHARDSON, BROTHERS & CG., Liverpool

REMITTANCES—PASSAGES.—
Rew-York, sole ard only authorized Agents for the SWALLOW-TAIL LINES OF PACKET SHIPS.
LIVERPOOL PACKETS sail 6th LONDON PACKETS sail every and flat of every month.
LIVERPOOL, CONSTITUTION, NEW WORLD,
CUESN OF THE WEST.
CONSTANTINE,
ALBERT GALLATIN,
ASHBURTON,
NEW SHIP.
Persons wishing to send for their friends and desirous of bringing them out by any of the above magnificent ships, are

Persons wishing to send for their friends and desirous of bringing them out by any of the above magnificent shops, are informed that Messrs BOWMAN, GRINNELL & CO. are the only Agents for the above shoes in this city. They also issue Draits from £1 and upward, which are payable at sight in any town through freiand and Great Britain. For further information apply, if by leiter, postpaid, to BOWMAN, GRINNELL & CO., 83 South-at, New-York, and 5 Regent's Road, Liverpool Liverpool Packets leave New-York with and 21st of each month.

London Packets leave New-York every alternate Thursday.

Liverpool Packets leave New-York 6th and Tist of each month.

London Packets leave New-York every alternate Thursday. For passage apply as above.

HALIFAX STEAMER, for HALIFAX, NOVA SCOTIA—The new and splendid steamship SIR JOHN HARVEY, built expressly for this line, and furnished in elegant style for the accommodation of passengers, will leave the end of Long Wharf, Soston, for Halifax, every SATURDAY, at 5 o'clock P. M., and leave Halifax for Boston, every TUESDAY, at 5 o'clock P. M. Fare—First Cabin, including meals, \$10. Fare—Socied Cabin, without meals, \$6 for freight or passage apply to CLARK, JONES & CO., Boston, B. WIER & CO., Halifax, or, the Captain, on board—Boston, July, 31, 1852.

Steamboats and Railroads.

FOR SHREWSBURY, HIGH-

FOR SHREWSBURY, HIGHLAND DOCK, OCEAN HOUSE, (Long Branch.)
FORT WASHINGTON, MOUNTS DOCK, BROWN'S
DOCK, (Mideletows) and RED BANK.—The popular
steamer EDWIN LEWIS, Capt. J. P. Corlies, will leave
Robinscon-et. Pier, North River, as follows:
From New-York.
Toesday, August 3, at 34 A.M. Monday, August 2, at 8 A.M.
Tursday, 5, 9 Friday, 6, 9
Saturday, 7, 10 Friday, 6, 9
Thursday, 12, 3 Wednesday, 14, 12 M.
Friday, 13, 3 Friday, 11, 12 M.
Saturday, 14, 34 Saturday, 14, 64
Monday, 16, 35 Saturday, 14, 64
Monday, 16, 35 Saturday, 17, 3
Tuesday, 17, 4 Tunaday, 17, 3
On S'NDAYS, the EDWIN LEWIS will run to KEYPORT, touching at FORT HAMILTON, leaving the foot of
Hamm indext at half past 8 M. and Robinson at 3 A.M.
Returring, leave Keypert at 3 P. M.

POR SHREWSBURY, HIGHLAND DOCK, IOCEAN HOUSE (Long Branch) PORT WASHINGTON MOUNTS DOCK, BROWN'S DOCK, Utility, and RED BANK.—New and splendid steamboat THOMAS HUNT, Capt. A. H. Hagetry, will leave the New Haven Pier, Peck-slip, East River, as follows: boat THOMAS HUNT, Capt. A. H. Hagerty, will leave
the New Haven Pier, Peck-sip, Esst River, as follows:
From New-York
From New-York
From New-York
From Starwsbury
SUNDAY, Aeg. 1, at 8 A. M. SUNDAY, Aug. 1, at 5 P. M.
Mondey, 2, 6 Monday, 2, 9 A. M.
Tursday, 5, 6 Tursday, 3, 9 Wednesday, 4, 10
Thursday, 5, 7 Thursday, 5, 10 J.
Friday, 6, 8 Friday, 5, 10 J.
Saturday, 7, 12 P. M.
SUNDAY, 8, 8 SUNDAY, 8, 1
Monday, 9, 10 Monday, 9, 14
Tursday, 10, 11 Tursday, 10, 2 J.
Tursday, 11, 12 M. Wednesday, 11, 34
Thursday, 12, 12 P. M. Thursday, 12, 1
Friday, 13, 1 Thursday, 12, 1
Friday, 14, 2 Saturday, 15, 4
Saturday, 14, 5
SunDAY, 15, 7 A.M. SUNDAY, 15, 5
The stages for Squam will run in connection with boat—Stages to convey passengers to all parts of the sountry.
All persons are furbid trusting the above boat on the account

THE NEW STEAMBOAT GOLDEN

THE NEW STEAMBOAT GOLDEN

GATE. Capt. Heavy Conover, will leave New-York, pier, foot of Robinson-st. (N. R.), duity (Sundays excepted), for SHREWSBURY, LONG BRANCH, OCEAN HOUSE, HIGHLAND DOCK, PORT WASHINGTON, MOUNT'S and BROWN'S DOCK, (Middletown), as follows:

Leaves Red Bank
Mouday, August 2, 6A. M. Mondar, August 2, 10A. M.
Tuesday, 3, 4 Wednesday, 3, 9
Tuursday, 5, 6 Friday, 5, 9
Trunsday, 6, 6 Saturday, 5, 9
Trunsday, 6, 6 Saturday, 7, 1 P. M.
Mouday, 9, 7A. M. Monday, 9, 12 M.
Tuesday, 10, 4 Wednesday, 11, 9
Tuesday, 10, 4 Wednesday, 11, 9
Tuesday, 11, 6 Friday, 12, 12 M.
Tuesday, 14, 6 Friday, 13, 12 M.
Monday, 15, 6A. M. Monday, 15, 10 A. M.
Monday, 16, 6A. M. Monday, 16, 10 A. M.
Monday, 16, 6A. M. Monday, 16, 10 A. M.
Monday, 16, 6A. M. Monday, 16, 10 A. M.
Michalland Dock
A LBANY, TROY and LEBANON

A LBANY, TROY and LEBANON

A SPRINGS—The care of the NEW-YORK and HARLEM RAILROAD, leave the City Hall Station, New-York,
Daily, Sandays excepted,) at the clock, A M. Mail Train
to Chatham Four Corners, connecting with Western Railroad
for Albany and Troy, Lebanon Springs, Pittafield, Springfield and other intermediate Stations
At 3 o'clock, P. M. Accommedation Train to Chathau
Four Corners, connecting with Western Railroad going East
To Passengers for Lebanon Springs will take the 16
o'clock, A. M. Train to Chatham, Western Railroad to
Cansan, and Stage to Lebanon, arriving early the same aftersoon.

Fare through, \$2.

Pare through, 62.

REGULAR MORNING LINE for Julian Albany. From the wharf foot of Murray-st, at Julian Albany. From the wharf foot of Murray-st, at Julian Albany. From the wharf foot of Murray-st, at Julian Albany. Pedices days, and Fridays, and Albany at the same hour each alternate day. The new and beautiful steamer REINDEER, Capt. C. W. Faruham, will leave New York, Tuesdays, Thursdays and Saturdays and Albany each alternate day. Meals served on board. N. B. For further information apply to.

JAMES BISHOP & Co., No. 3 Beaver-st.

STEAMBOAT ARMENIA—For Poughker pale. Newburgh, Couzzens, Cild Spring, Comwall and Milton, from the foot of Jay-st, every afternoon at 4 o'clock. Returning, will heave Poughkeepste every morning at 6 o'clock, (Sundays excepted) Meals served on board.

THE NEW and elegant steamer FRAN-HE NEW and elegant steamer FRANCIS SKIDDY will leave foot of Javest for Albady on
MONDAYS, WFDNESDAYS and FRIDAYS, making the
following landings: West Point, Newhurgh, Poughkeepsis,
Kingston, Bristol, Catakill and Hudson, returning on alternate days, making the same landings. This bast will not
race or pay the least attention to any other boat, but go regularly along, arriving in good season. The owners feel confident that passengers by her will pronounce her the affest and
most comfortable boat on the river. Written instructions
have been given to the Captain, and may be found hanging
up on board of the boat, by the side of the Inspector's Certificate. The public may depend on this in all respects. The public may depend on this in all respects.

JAMES McCULLOUGH, Agent, No. 159 Front-st.

REGULAR MAIL LINE, via Stoning-EGULAR MAIL LINE, via Stonington, for BOSTON, PROVIDENCE, Ne. V. BEDton, for BOSTON, PROVIDENCE, Ne. V. BEDand COMMODURE, of this line now run regularly as here
tofore, alternately leaving Pier No. 2 North River, first waarf
above Battery-place, daily, Sundays excepted, at 5 P.M.,
and Stonington at 8 o'clock P.M., or on arrival of the mail
train, which leaves Bogton at 5 39 P.M.

The steamer PERRY leaves Providence for Newport,
daily, except Sundays, at 9 A.M. and 6 P.M. New-Bedford
and Taunton passengers proceed immediately on the arrival
of the mail train at Mansfield.

For freight or passage, apply at the office, No. 10 Batteryplace, or on board the boats.

L'OR BOSTON via NEWPORT and FALL RIVER.—The splendid and superior steamers
BAY STATE, Capt Wm. Brown, and EMFIRE STATE,
Capt Benjamin Brayton, leave on alternate days, (Sundays
exceeted, from Pier No. 3, N.R., near the Battery, at 5 P.M.
To freight, apply on board, or at the office on Pier No. 3,
TISDALE & BOARDEN, Agenta, Nos 70 and 71 West-st.

SCHOOLEY'S MOUNTAIN. -The best route from New-Fork is via New-Hampton twice daily, by Central Railroad of New-Jersey. July ter miles by stage, and a good road. On and after July 22d leave by stagen and ED JACKET, from Pier No. I. N. R. at S. A. M. and 12 M. Fare \$2.12\cdot Through in 5\cdot hours For tickets, or further information, apply at HOPE'S Express Office, No. 74 Broadway, or on board the boat.

N E W - Y O R K and SCHOOLEY'S MOUNTAIN, via MORRIS and ESSEX RAIL-ROAD, This route is decidedly the most expeditious and

follows:
First Train at 8 20 A.M., connecting at Morristown and
Dover with stages direct for the Mountain.
Second Train at 12 M., connecting with stages at Dover as

Third Train at 4.7 M. proceeding on to Dover, where carriages can be procured to proceed direct to the Mountain.

RAILROAD.—SUMMER ARRANGEMENT. May 5, 1852.—Trains out of New-York leave near corner of Canal et and Broadway.

ACCOMMODATION AND SPECIAL.—At 7 and 11.50 A. M., 4.15 (Express to Stamford and Norwalk, and stopping at all Bloathers beyond,) and at 5.30 P. M., through to New-Haven. At 3.50 P. M. for Norwalk—at 8.50 A.M. and 5.30 P. M. for Port Chester The 11.50 A. M. runs in connection with Train from New-Haven to Hartford and Springfield, and with Train over the Canal Road.

EXPRESS TRAINS for New-Haven, Hartford, Springfield, Soston, Connecticut River and Vermont Railroads at Opdensburgh and Moutreal.—At 8.A.M., stopping at Stamford and Bridgeport, connecting with the Housatonic and Naugatock Railroads at Sridgeport, and Canal Railroad at New Haven—and at 3.30 P. M., stopping at Stamford, Norwalk and Bridgeport, connecting with Housatonic and Naugatock Railroads at Sridgeport.

TRAINS INTO NEW YORK—Accommodation and Special—At 5.30, 7, and 9.35 A.M., and 4.30 P.M., through from New-Haven. At 6.A.M. from Norwalk—at 5.30 A.M. and 3.45 P.M. from Port Chester. The 9.35 A.M. and 3.45 P.M. from Port Chester. The 9.35 A.M. and Sailroads at New-Haven. The 4.30 P.M. receives passengers from Hartford and Springfield Railroads

Express Trains leave New-Haven on arrival of Trains Com Boston, at 1.15 and 8.50 P.M., (tropping at Bridgeport, Norwalk and Stamford.) leaving Boston at 8 A.M., and 1.45 P.M.

Now will be Stamford.) leaving Boston at 8 A.M., and 1.45 P.M.

Now will be Stamford.) leaving Boston at 8 A.M., and 1.45 P.M.

See large bill 0 advertisement at the Station House and principal Hotels.

GEO. W. WHISTLEER, Jr.,

FREIGHTS to VERMONT and NEW-HAMPSHIRE at reduced rates.—Ship by steamer TRAVELER, from Peck-slip, every day at 3 P. M. Tarough tickets via New-York and New-Haven Railroad. For particulars apply at the Railroad Office, No. 152 Southest, N. Y. P. HYDE, Agent.

CAMDEN and AMBOY RAILROAD for PHILADELPHIA, from Pier No. 1, North River, foot of Battery-place, by steamboat John Potter.—Two lines daily; Morning Line leaves at 7 A. M.; Afternoon Express Line at 2 P. M., through to Philadelphia in 4; hours. Fare, 1st class cars. \$3; 2d class line, by 2 P. M., only \$2. Returning, leave Philadelphia from foot of Walnut-st, at 8 A.M., and 2 P.M. Emigrant Line by steamboat Transport from Pier Ne. 1, at 5 P.M. Fare \$1.50.

CENTRAL RAILROAD CO, of NEW-JFRSEY-Through from New-York to Easton, Pa., in Four Hours, commencing Aug. 2. Leave pier No. 1, North River, per steamer RED JACKET, for Easton and inter-mediate places at 8 A. M., 12 M., and 345 P. M., and for Somerville at 6 P. M. Returning, leave Phillipsburg (oppo-site Easton) at 6 and 10:30 A. M. and 315 P. M.

NEW-JERSEY RAILROAD.—NEW-YORK and PHILADELPHIA direct.—U. S. MAIL and EXPRESS LINES—Through in 4; hours—New-Jerney Rathroad via Jessey City, leavis a New-York at 5 A. M., foot of Conatlandt-st.; 9 A. M. and 5 P. M. Liberty-st. Leaves Philadelphia at 12; and 9 A. M. and 5; P. M. from foot of Walnut-st. Face reduced to \$3 for first-class and \$2 50 for second-class. second-class.

BALTINURE, WASHINGTON and CHARLESTON throwsh tickets sold in the above lines, and through baggage carried in the B.A. M. and 5; P. M. Lines from New-York with through conductors.

and CANANDAIGUA RAILROADS.—Trains leave Fierfoor of Duane-st. as follows: Extraces Train at 61 A.M., for Canandaigus, Rochester, Buffelo, Niagara Falls and Canada West—arriving at Canandaigns same evening.

Mail. Train at S A. M.; stay over night at Elmirs, and arit. That's at a A. St., any over angle at Lourist, and service at Canandagina early next day.

Nout Expense at 6 P. M. This is the tourist's route to Wetern New York and Ningara Falls. The cars are large and commoditions, and for pleasure caunot be equaled by those on any other road.

CHAS. MINOT. Supt. N. Y. and E. Railroad.

WM. G LAPHAM, Supt. C. and E. Railroad.

NEW-YORK and ERIE RAILROAD.

-Trains leave pier foot of Duane-st. as follows:

Express Train at 63 A. M. for Dunkirk, connecting with first-class steamboats for Cleveland, Sandusky, Toledo and Morre, and railroads to Cincinnati and Chicago.

Mail. Train at 8 A. M. for all stations.

May Train at 8 P. M., via Piermont, for Delaware.

Way Train at 4 P. M., via Jersey City for Delaware.

BIGHT EXPRESS TRAIN at 6 P. M., for Dunkirk, connecting with first-class steambrat for Detroit direct, coanecting with Express Train for Chicago.

Emisgray Train at 6 P. M. via Piermont.

with Express Train for Chicago.

ZMIGRANT TRAIN at S P M. via Piermont.

CHAS. MINOT, SuperIntendent

NEW and DIRECT ROUTE to NIA-GARA FALLS -ROCHESTER, LOCKPORT and NIBOARA FALLS RAILROAD -On and after Monday, August 2, 1852, Passenger Trains will run as follows:

GOING WEST

1stTrain Express. Leaves Rochester at 6.30 A. M.
23 Mail. 9,35 M.
24 Way Express. 5.30 P. M.

1stTrain—Express Mail, leaves Ningara Falls at 7.10 A. M.
24 Accommodation. 5.10 M.
24 Express Sail, leaves Ningara Falls at 7.10 A. M.
25 Accommodation. 5.10 M.

2d Accommodation, 5.39 F. M. 2d Express, 5.10 tonocoting both ways, at Rochester, with the regular Trues or the A bany and Rochester Railroads. Your also of Sunday, Sussengers by this Route, leaving Albany by the 6.15 A. M. Express Train, will arborate Train, or the 7.50 A.M. Express Train, will ar-Passengers by this Ronte, leaving Albany by the 6.15 A. M. Express Train, or the 7.50 A.M. Express Train, will arrive at Rochester in time for the Trais leaving for Nilagars Fills at 5.50 P.M. and will reach Nilagars Falls at 2.54 P.M. hasengers leaving Albany by the 10.50 A.M., Express Train, will arrive at Rochester at 5.17 P.M. where they can remain over night and proceed to Nilagars Falls rext morning at 6.50 cm3.5, and reach there at 9.07 A.M. or 12.58 P.M. Passengers leaving Albany, by the 6.30 P.M. Express Train, will arrive at hochester at 5.13 the next morning, have an bur for breakfast; leaves at 6.50 A.M. in Express Train for Nilagars Falls, and arrive there at 9.07 A.M. P.M. Express Train will arrive at Rochester at 8.45, have 50 minutes for breakfast, leave for Nilagars Falls at 9.35 A.M., and arrive there \$1.258 P.M.

fat, hewe for Nisgara Falls at 9.35 A. M., and arrive there 1258 P. M.

Returning Passengers leaving Nisgara Falls by either of the Express Trains, will reach Rochester in time for the Express Trains. East, and arrive at Albany, New-York or Boston, several hours sooner than by any other route.

Trains on this Road are run in direct connection and into the same depot at Ruchester, with the Rochester and Albany sinc. The Road passes along the Eric Can. J. through the most beautiful and highly cultivated portion of Western New-York, and through the large villages of Brockport, Albon, Medina and Lockport.

The cars are all new and unsurpassed.

Passengers to Nisgara Falls will take the Cars on the right sithe Rochester Depot. WARREN COLBURN, Sup't. Rochester, July 31, 1852.

MICHIGAN SOUTHERN and
NORTHERN INDIANA RAILEDADS.—GREAT
HAIL ROUTE TO CHICAGO.—On and after MONDAY,
May 31—until further notice—pussenger steamers and trains

EXPRESS STEAMERS AND TRAINS GOING WEST-WARD.—One of the first-class steamers, SOUTHERN MCHIGAN, NORTHERN INDIANA or EMPIRE STATE, will leave Buffalo daily, Sundays excepted, at 9 P. M. and Dunkirk at 12 at hight, reaching Monroe at 2 P. M. the next day, and proceeding to Toledo the same afternoon.

An express train will leave Monroe at 2 P. M., or on the arrival of the boat, daily, Mondays excepted, reaching Chi-cago the same eventure and connecting at Chicago with fire-

An express train will leave Monroe at 2 f. al., or on the arrival of the boat daily. Mondays excepted, reaching Chi-cago the same evening and connecting at Chicago with first-ciass steamers for Milwaukee and other ports on Lave Mich-ican, and with Canal packets and Railroads westerly from

iran, and with Canal packets and Railroads westerly from Chicago.

EXPRESS TRAINS AND STEAMERS GOING EAST-WARD.—Express trains will leave Chicago at 3 P. M., daily, Saturdays excepted, and reach Mosroe at \$\frac{1}{2}\$ next morning. An express areamer will leave Toledo every morning, except Sanday, and leave Mosroe on arrival of the trains from Chicago—and reach Dunkirk and Boston everyal morning previous to the time for the first Express trains east for New-York, Albany and Boston.

The extense is and trains at Monroe will connect each way resular boats for DeBoot and Toledo.

ACCOMMODATION MAIL TRAIN GOING WEST WARD.—This train will leave Toledo daily, Sundays excepted, at \$A. M. connecting at Toledo with a line of deamers from Clevelsind and Sandusky, and suppling at all he way stations, will reach Chicago at \$\frac{1}{2}\$ P. M. GOING EASTWARD.—Leave Chicago daily, Sundays excepted, at \$\frac{1}{2}\$ A. M., stopping at all stations, and arriving a Toledo at \$P. M., connecting with steamers to Sandusky and Cleveland, and arriving these in time for all the morning trains from those places.

A nacketstoat leaves Toledo at \$A. M. for Fort Wayna and accepting a reachest of the morning trains from those places. A packet-boat leaves Toledo at 8 A. M. for Fort Wayne and ports on the Wassan Canai JOS. H. MOORE, Advian, June 1, 1852.

Painting, &t.

Zinc Paints—Warranted pure.—

Zinc Paints—Warranted pure.—

Dey-st., are prepared to supply their Zine Paints at the following prises.

No 1 White, ground in oil, 9a, per pound.

No 2 White, ground in oil, 5a per pound.

No 3 White, ground in oil, 7a per pound.

Brown and Black, ground in oil, 5p per pound.

Dry White of Zine, 6c, per pound.

White Zinc Paint.

After thorough test in Europe and the United Blaiss, has

Medical.

DYSENTERY and DIARRHEA TSENTERY and DIARKHEA

CORDIAL, warranted without opinm or any kint of druss—
tight years in use and not one failure. The most respectable references given in Philadelphia, where it is extensively used. Highly agreeable to the taste. For children and persons of delicate stomach it is much recommended by the first physicians.

E. R. EVANS, Wholesale Agent, No. 9 South 3d st., Philadelphia. Just received and for tasle by C. H. RING, Druggist, corner Broadway and John-st., New-York, and by BOSWELL & Co., No. 119 Grand-st., Williamsburgh. Agents wanted in every section of the Union.

and pearl white Teeth are acknowledged to be the greatest ornaments to every face. These may be economically obtained by encleaing \$1 to JAMES AYCK BOURNE, Post Office, New-York You will receive by return of post the er receipts, (old family secrets,) enabling you to make sufficient "Creme Divine," "Bandoline," and "Pearl Dentrifice" to last one year for \$2, effecting a large annual saving.

Water Enre.

R. SHEW'S SUMMER WATER-CURE ESTABLISHMENT, at Bennington, Vt., open. Mountain scenery unsurpassed.

PR. WELLINGTON will continue to receive patients at No. 184 12th-st., where he has been associated with Dr. Shew. A few transient Boarders taken. City practice faithfully attended.

R. T. L. NICHOLS and Mrs. GOVE NICHOLS will have room for a few more patients from the close of the present term of their School for young ladies. Sept. I. until the opening of their Medical term, on the first Monday in November. Prospect Hill Water Cure. Portchester, N.Y. City Office No. 45 White-st. Dr. REED will attend to City practice.

TRALL receives patients at the commodious City Establishment, No. 15 Laight-st., (recently enlarged by a new building.) A special department for the Mechanical and Surgical treatment of female diseases, displacements, &c., is under the charge of Drs. TRALL and HOSFORD.

CURE.—This establishment, now in the eighth year of its existence, superintended by D. CAMPBELL and LADY, we heretofore, will be opened for invalids the 15th of May. The Medical department is filled by B. WILMARTH. M. D. Mrs. WILMARTH will assist in the treatment of special female cases.

ORANGE MOUNTAIN WATER-CURE, SOUTH ORANGE, NEW-JERSEY.— Visitors to this institution take the Morris and Essex Rati-road, at the foot of Courtlandt-st., at 8; and 10 A. M., and 4 and 6 P.M.
Returning, leave Water-Cure station at 7 and 84 A.M.,
and North Orange at 12 and South Orange at 34 and 51 P.M.

Legal Notices.

IN PURSUANCE of an order of the Surrogate of the Country of New Yerk, notice is hereby given to all persons having claims against EBEN L. BUNT, late of the City of New York, inchor, to present the same, with vouchers thereof, to the subscribers, at the office of Winthrop & Johnson, No. 51 William st., in the City of New York, on or before the thirteeth day of December next.—Pated New York, the twenty fourth day of

IN PURSUANCE of an order of the Surrogate N FURSUANCE of an order of the Surrogate of the County of New York, notice is between given to all persons having claims against ERNEST KASS, late of the Cuty of New York baker, deceased, to present the name, with wouthers thereof, to the authorities at this store, No. 500 Broadway, in the Cuty of New York on or before the twelfth day of January next.—Dated New York, the girld day of July, 1803.

JOHN M. SANDS, Kaccuter, 1901 Inwine P.

N. PURSUANCE of an order of Jesse C. Smith, Esq. Surrogate of the County of Kings, notice is here

Smith, Fee: Surrogate of the County of Kings, notice is here-by given according to law, to all persons having chains agaist COR-NFLIUS YAN CLEEF, late of the City of Brouden, decreased,

N SUPREME COURT.—To CHARLES PER-RINS: You are hereby summoned to answer the complaint of Thomas W. Williams, plaintiff, fled in the Cerk's office of Mouros County, S. Y., and to serve a copy of your answer on me, at the city of Boolester, in said County, without wenty days after the service of

IN PURSUANCE of an order of JESSE C. N FURSUANCE of an order of JESSE C.

SMITH, Esq. Sarrogate of the County of Kugs, notice is hereby given according to law, to all persons having chains against ATGUSTIS GRAHAM, late of the Cay of Brooklyn, descaped, that they are required to exhibit the same, with the workless thereof, to be subscriber, Rebect Sherwell, at his place of knosiess, in Marshall et, near Hudson av., in the City of Brooklyn, on or before the 18th day of January max.—Dated July 8, 1862.

CHESTER COLEMAN.

[The July Marshall of the County of Brooklyn, and or before the 18th day of January max.—Asked July 8, 1862.

[The STER COLEMAN.]

[The July Marshall of Brooklyn, and Day of Brooklyn, and Brooklyn, and

OTICE is hereby given, that the balance remaining of the proceeds of the sale of the Real Estate of JAMES (RR), Id, late of the City of New York, deceased, intentate, lately made smiler the order of the Surrogate of the County of New York, by James Greig, Ir, the administrator of all and simpliar the goods, chattels and credits of the said intentate, will be divided by the said Surrogate among the creditors of the said intentate, in proportion to their respective debte, according to law, at the Surrogate's Office, in the City of New York, on the seventh day of September next, at ten o'chick to the foremone of that day. Dated this work say of June, 1882. [175 cm] A. W. BRADFORD, Surrogate. SUPREME COURT.—In the matter of the ap-

an Act in restance to the contected of Ascessimina and Taxon, in the City and County of New York, and for other purposes, passed May 14, 1880," passed May 7, 1841, to the owner or owners, occupant of purposes, passed May 7, 1841, to the owner or owners, occupant of purposes, and all torsees, and indirect of countries of all the slower entitled matter, and that all persons whose interests are affected thereiny, and who may be opposed to the same, are requested to present thisis disjections in writing, to MOSES MATNARD, 17, 289, the Chairman of the said Commissioners, at the office of Julia A. Weeks, No. Se Wall st., in the City of New York, within theiry days from the date of this notice. And that the limits embraced by the said estimate and assessment, are as follows, that it to say: All the hots, purces of parcels of land, situate, fring and being in the Niceteenth Ward of the City of New York, and bounded, described and containing as follows, that a to say: On the south, by the surfacely line or saide of Strip excent for (Cith A.) on the south, by the surfacely line or saide of Strip excent for (Cith A.) on the south, by the surfacely line or saide of Strip excent for (Cith A.) on the south, by the surfacely line or saide of Strip excent for (Cith A.) on the south, by the surfacely line or saide of Strip excent for (Cith A.) on the south, by the surfacely line or saide of Strip excent for the All Strip excent for the Strip excent fo

SUPREME COURT.—John T. Martin against

SUPREME COURT.—John T. Martin against
Liveness D. Wilhams and Allen K. Wilhams.—To the defendant,
L. D. Will. I.A.MS.—You are hereby summoned and required to answer the complaint in this artin, which was filed in the office of the
Clerk of the City and County of New York on the different day of
July, 1852, and to serve a copy of your answer the said composint
on the subscribers at their office, No. 10 Wallest, in the City of NewYork, within twenty days after the service hereof, exclusive of the
day of such service; and if you full to answer the said compaint
within the time affireasid, the plainfull in this action will talk judg
mentagnizat you for the sum of thirseen buddred and one deliars
and egity, four cents, with interest from let March, 1853, and three
hundred and extynice dollars and there exists, with interest from the
mith day of Agril, one thousand eight hundred and fifty two, besides the costs of the action. Dated 18th Judy, 1862.

[J15] acc F. EMERSON & PRICHARID, Att'ys for Piff.

No. 2 White, ground in oil, 5c, ser pound.

No. 3 White, ground in oil, 5c, ser pound.

No. 3 White, ground in oil, 5c, ser pound.

Erown and Black, ground in oil, 5c, ser pound.

Erown and Black, ground in oil, 5c, ser pound.

After thorough test in Europe and the United States, has been found to test in its beauty and protective qualities longer than any other paint. For whiteness and brilliancy it is ustivated it its free from all potenous properties so common and dangerous in other pigments, will cover—equal weight fore, much thereper to the consumer. As an inside paint, if or, much thereper to the consumer. As an inside paint, if or, much thereper to the consumer. As an inside paint, if or, much thereper to the consumer. As an inside paint, if or, much thereper to the consumer. As an inside paint, if or, much thereper to the consumer. Their write Zing green to coal lines or the foul air of sings. Their White Zing ground in varnish produces the poresian finish. Their BROWN AND SLACK ZINC PAINTS

In a few hours form a hard and solid metallite coating spon in a few hours form a hard and solid metallite coating spon in their fire-proof properties. They are spacifully adapted for the purposes, having been found to resist the correction of mit water, so destructive to other paints.

BROWN AND SLACK ZINC PAINTS

In a few hours form a hard and solid metallite coating spon in the fire-proof properties. They are spacifully adapted for the purposes, having been found to resist the correction of mit water, so destructive to other paints.

BROWN AND SLACK ZINC PAINTS

In a few hours form a hard and solid metallite coating spon in the fire-proof properties. They are spacifully adapted for the purposes, having been found to resist the correction of the sud Canal Bank, in sach smaller and the first proof properties. They are spacifully adapted the contractive in the first proof properties. They are spacifully adapted the contractive in the said on the said on the suddens as may be hereafter determined. For the greater con

SUPREME COURT.—In the matter of the Supplication of the Mayor, Aldermon and Commonalty of the Gipt of New York, relative to the EXTENDING OF CANAL-ST. in the said city, in a straight line, until it intersects WALKER-ST, and the widening of WALKER-ST, in and city, on the northerly safe, so as to form a street of seventysive feet in width, to Rutsers et.

HANAY E. DAVINE, Attorney.

SUPREME COURT—City and County of New-York.—EDWIN BULKLEY and LEWIS D. BULKLEY MANSFIELD and GRAHAM. ROOT.—Summons for money demand on contract. To the Policulates: You are beeredy summoned and required to answer the complaint in this action, which is this day field in the office of the Clerk of the City and County of New York at the City Hall in said city, and to serve a copy of your answer to the said complaint on the subscribers at their office, No. 6 Broadent, in said city, within twenty days after the service of this summons on you, exclusive of the say of such service; and if you full to answer the said complaint within the time afferenced, the plaintiffs in this action, will take judgment against you for the sum of two hundred collars, with interest from the twenty sixth day of Janes.

NEW-YORK TRIBUNE.

The difficulty is not so much with the

The Mackerel Fishery. of The N. Y. Tribune: CAPE ELIZABETH, Monday, Aug. 9, 1852.

Cod as with the Mackerel Fisheries, a business which has sprung up since the Treaty of 1818. That Treaty was considered so good at the time that the fishermen sent Mr. Adams a codfish boxed up as a token of their approbation. The cod fishermen fish on the Banks, which are from ten to two hundred miles from land, except off Labrador, where they are allowed by the Treaty to fish out of the harbers; but in all other places they to fish out of the harbors; but in all other places they fish on the Banks, and carry with them balt, wood and water. Thus the most of them do not make a harbor until they return home. There has been some difficulty about Grand Menan, an island on this side of the Bay of Fundy, about thirty miles long, which has the best ishing grounds for policek and herring on the coast. It was ceded by us in exchange for Moose Island in Mr. Munroe's administration. The fish keep in shore around this island, and our vessels are tempted to go within three miles after them. There has been more difficulty there than in any other place. There were three vessels taken in 1830, and two this year. President Jackson sent a frigate there, and issued a circular warning our fishermen not to violate the Treaty. Below the Bay of Fundy there has not been much trouble until lately. son sent a legate there, and issued a circular warning our fishermen not to violate the Treaty. Below the Bay of Fundy there has not been much trouble until lately. About 1819 the mackerel fishery spring up. They could be caught plenty enough then on our own shores, and versels had to go but a short distance to get full fares in a few days, and the building of vessels for the express purpose of catching mackerel increased until five nundred thousand barrels were inspected in 1831. After that they began to grow scarce and fell off to about sixty thousand barrels in 1836, and rose in price from \$5 to \$14 per barrel, which caused some of the East fishermen to find out new piaces, and two or three vessels went into the Gulf of St. Lawrence and there they made full fares. But they did not dare to stay there later than September on account of the weather. Accordingly the mackerel were poor at first, but the number of vessels going there increased, and as they became acquainted with the harbors and inhabitants, they would stey until the scow came and thus get fat mackerel are reaught in the Gulf of St. Lawrence to the amount of about one million dollars annually. As large fleets of vessels lie in the harbors in bad weather, and fish close in shore for those fish in the fall of the year, they violate the Treaty. Moreover, the crews of some of them committed depredations upon the bushitants on shore last year, which caused them to complain to their Government fitting out a steam cutter. They have also become jealous of our fishing for mackerel since the teriff of 1846, for that has opened the market to their. The old tariff amounted to almost a prohibition, and they did net catch many; but now they are fitting out vessels and doing well. All that kind of fish come to our market, proving what a member of the House of Lords said, that one of the best markets in the world was open to the Colonies after the tariff of 1846 was passed. They have no market at home for those fish, and about all they catch are sold in the United of Fundy there has not been much trouble until h

We have not yet received any trustworthy advices in regard to the massacre of Capt. Marcy and his command. The latest notices are contradictory and do not relieve the suspense of many anxious friends. A letter from an officer of the U.S. Army, dated Fort Gibson, 23d ult., and received in this City, has the fol-

"Two o'clock P M — We have just heard that Captain Marcy had sent an express to the Brazos Foat. So we may conclude that he has not been massacred, as reported. We can hear no partisulars, but he had a fight with the Indians. I hope you may have had a chance, of communicating this desightful news to Mrs. Marcy. We got this from a man who came to from Preston, Texas. He does not know the particulars, but he says that the other report is all a humbug. I will tell you more when I hear the particulars."

On the other hand, The Louisville Journal of Aug. 7.

on the other hand, The Louisville Journal of Aug. 1, says:

A telegraphic dispatch received from Memphis yeaterday, and which is published in another column, throws a doubt upon the report heretofore received contradicting the intelligence of Capt. Marcy's command. In connection with this, we lay before our readers an extract from a letter from Fort Washita to a genileman in Little Rock. We find it in The Arkansas Banner of the 27th ult.

I have this moment heard the melancholy intelligence of the fate of Capta. Marcy and Strale. An express from Fort Arbuckle, with letters from the commanding officer, says beyond a doubt Marcy's train of 18 wagons and 100 men has been attacked by the combined forces of nine bands of Camanches and all murdered. Not one escaped. The news was brought in by several of the Caddoes, Kickspoos, and Delawares, who state that the Camanches told them they stampeded their horses in a place where they could not use their gun, and by some means or other the Indians ascertained the fact that the command had but three percussion caps aplees. They had thousands of the common size caps, but none would fit their muskets. Hence the loss of 100 men and 18 teams.

would fit their musters. Hence the cash Creek, between The conflict took place above Cash Creek, between Red River and Arkansas. There is no doubt of the murder of the command who went among the "well fed by our Government, to treat and feed shem again." Our last previous advices on the subject were from Galveston July 24, and Fort Smith (Ark.) July 25. The original report was brought to Fort Smith July 17. Capt Randolph B. Marcy is a son of Laban Marcy, of Green-